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tion made to order.

COLUMBIA WINS

Defeats the Shamrock First by
Ten Minutes.

LOSES TOPMAST IN NEXT RACE

Result of the Eighth Attempt Never
In Doubt After the First Quar-
ter of an Hour.

NEW YORK, Oct. 16.—The crews of both yachts had breakfast early, and when they "turned to," soon after 8 o'clock, it was with a will, for, in spite of the rather hazy weather, there was a good breeze from the eastward, which promised to increase and give the yachts a good race at last. Jibs and staysails were sent up in steps on the stays, racing hatches put on, boats lashed and everything made snug before 9 o'clock. At 9:15 the Columbia cast off from her moorings and was taken in tow by a tug. The Shamrock started in tow a few minutes later. Covers were on the mainsails and club topsails to keep them dry until the last moment, as there was just enough fine rain to dampen them. At 10 o'clock both yachts had reached the east end of Gedney's channel, and at 10:10 the Columbia's crew began hoisting the mainsail. It was set in five minutes. The Shamrock's mainsail began to go up at the same time, but it was fully fifteen minutes before the sail was set. At 10:25 both yachts cast off their tow lines, broke out their jibs and mastheads their No. 2 club topsails. The Columbia also sent up her baby jib topsail on the stay. At the same time the committee boat Walter Luckenbach anchored due south of the Sandy Hook lightship and sent up the course signal. It was east, making it a head wind to windward, of fifteen miles and a lee back if the wind held from the east.

The regatta committee meant business this morning, for a few minutes later they started a tug to log off the course, and at 10:45 the preparatory signal was made. Both yachts then began maneuvering for positions, and at 10:55, when the warning signal was given, they were playing for a weather berth to the northward of the line, the Shamrock breaking out her stay-sail at this time.

JOCKEYING FOR THE START.

When two minutes were left before the starting signal both yachts were heading, a couple of lengths apart, to the westward, with booms to port, the Columbia to windward. At one minute the Shamrock began to keep off for the committee boat, which was lying at the south end of the line, Captain Hogarth's intention apparently being to prevent the Columbia, then a length or so astern, from getting the weather berth. When the starting gun was fired the Shamrock had run parallel with the line nearly to the center. She still held her course until nearly over the lightship before she began to luff to cross the line. Captain Barr, on the Columbia, held his yacht well in hand, being at this time a good length astern, with sheets flat aft. He began to luff the moment Hogarth did, and shooting the Columbia across the Shamrock's wake he sent her across the line more than fifty yards to windward of the challenger and with such a good overlap on her that, according to the official time, she was only three seconds astern.

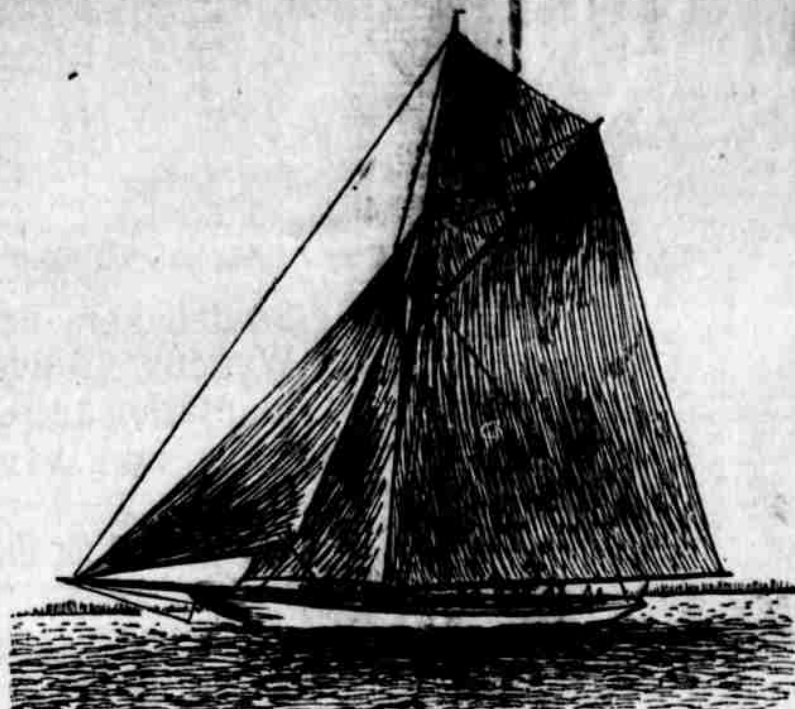
The official time of the start was:
SHAMROCK, 11:01:03.
COLUMBIA, 11:01:06.

Both yachts now were close hauled on the starboard tack and were carrying exactly the same sail—mainsail, club topsail, jib, foresail and baby jib topsail. As soon as sheets were trimmed all hands, except the men stationed at the head sheets, jumped for the weather side and huddled close down to the starboard rail, while the skippers watched each other like hawks.

There were not many yachts or excursion steamers out in time to see the start. Those on board the small fleet had a splendid view of the start. The first ten minutes were anxious ones for the friends of both yachts. After that time it was all over but the shouting. In five minutes the Columbia had widened the distance to windward between herself and the Shamrock fully a length. She heeled more than the latter boat, but her sails were all full and she was pointing higher from the moment she started.

BARR SHOWS HIS SKILL.

Capt. Hogarth, thinking that his boat would be able to outfoot the Columbia sufficiently to tack across her bow, a little later gave her a good rap full. The green boat responded nobly, and to some it appeared that she was passing the Columbia very fast. So she was, but she was losing outward ground every minute. When Shamrock tacked to port at 11:15 and the Columbia thirty seconds later it was seen that Barr had so placed his boat on the weather bow of the Shamrock as to spill the back wind into Shamrock's sails. Hogarth was obliged to keep broad off about thirty seconds to get out from under the Columbia's lee. By 11:30 the Bristol boat was quite an eighth of a mile to windward and outfooting and out-pointing her rival all the time.



THE VICTORIOUS COLUMBIA.



THE UNLUCKY SHAMROCK.

Captain Hogarth, finding that the Shamrock would not point as high as Columbia, flattened down his sheets as hard as he dared and had to be contented with giving her a good full and letting her go at that. The Shamrock went about to starboard at 11:33:30 and Columbia five seconds later. At 11:45:30, when the Shamrock again tacked to port, the Columbia was fully a quarter of a mile to windward of her. The latter tacked five seconds later. Captain Hogarth was getting desperate now, and he resorted to his short-tacking tactics in the hope that his boat would forereach sufficiently to make a material gain to windward. At the conclusion of the marine duel Hogarth found himself further to leeward than ever, Columbia having been if anything quicker in stays and a better forereacher.

COLUMBIA WIDENS THE BREACH.

At 12:50:15 o'clock, when the Shamrock settled down again to business on the port tack, and the Columbia, after standing on two minutes longer, came about to the same tack, it was found that the Bristol boat was half a mile dead to windward of her rival. In three more tacks the Columbia still increased her windward lead. The Shamrock people at 12:25 o'clock took in her baby jib topsail, hoping that she might point better, but it was in vain, for in ten minutes they set the sail again. It was taken in twenty minutes later for a few minutes. Each yacht made twelve tacks in the windward work, and in all these the Shamrock took the initiative. Captain Barr waited for Hogarth to tack, and with but one or two exceptions he put the Columbia about within thirty seconds of the last boat.

The last half-dozen tacks made were longer than the others. The outer mark, which had been obscured by fog, was visible to the yachts soon after 1:30. The wind became lighter as they approached it, but it increased a little in force as Columbia made her last tack. She looked very handsome as she approached the mark on the port bow, she had fairly made the turn, and she squared away on her homeward course. The main boom swung far off to starboard, and in exactly eighty-five seconds the spinnaker was set. The Shamrock's men beat the Yankee five seconds in this work. The official time at the turn was:
COLUMBIA, 1:48:19.
SHAMROCK, 1:48:08.
This shows that the Columbia was 9m. 49s. ahead. The elapsed time of

the Columbia for the fifteen miles was 2h. 47m. 13s.; of the Shamrock 2h. 57m. 5s., showing Columbia's gain from the actual start had been 9m. 57s. This was a great victory for the Columbia, for both yachts had covered the distance in a steady breeze and at no time were they far enough apart to benefit by any puffs of wind. Columbia's balloon jib topsail was set immediately after the spinnaker and the head sails hauled down. She began her 15-mile run to the finish at about eight knots an hour. The Shamrock's balloon jib topsail was set seven minutes after rounding the outer mark, and for a time it seemed as though she was overhauling the Columbia. At the time that appeared to be a reasonable conclusion, because she, being the stern boat, was in position to take advantage of any squalls that might come along. It soon became evident, however, that her gain was only apparent and that the Columbia was not only holding her own but, as the figures showed later, she was really gaining.

The finish line, marked by the committee boat and the Sandy Hook light, was not visible until the yachts were within a couple of miles of it. Then there was a rush of steamers to reach the goal ahead of the yachts.

It could not be called an exciting finish, nor was it a tame one altogether. So few boats were present to witness it and the weather was so depressing that as a spectacle the finish might be called a poor one from a picturesque standpoint. Both in time and distance the yachts were so far apart that it was a rather poor finish from a sportsman's view.

When the Columbia, her great yellow mainsail abroad off to starboard, swept across the finish line the Shamrock was scarcely visible astern, only the outlines of her sails being seen. Ten minutes and eleven seconds in time elapsed between the finishing of Columbia and Shamrock, which means in distance about a mile and a half. The official time was:

COLUMBIA, 3:54:59.
SHAMROCK, 4:05:10.

Elapsed time:
COLUMBIA, 4:03:58.
SHAMROCK, 5:04:07.

Corrected time:
COLUMBIA, 4:53:03.
SHAMROCK, 5:04:01.

Thus the Columbia wins by 10m. 14s. actual time and 10m. 30s. corrected time. The elapsed time of the Columbia

HILO TO KOHALA

This New Railroad is to be
Operated by Electricity.

WITH NEW LINE OF STEAMSHIPS

The Estimated Total Trackage of
the Road is to be One Hund-
red and Thirty Miles.

The fact that electricity is to be the motive power of the new Hilo-Kohala railway will come in the nature of a surprise to island people, but such appears to be the case if there is any truth in the following from the Chicago Times-Herald:

"Through the efforts of a Chicagoan, Herbert B. Gehr, a company has been formed which proposes to build the first railroad on the island of Hawaii. Of the eight islands forming the Hawaiian group, only the Isle of Oahu has any railway line, the road in this instance consisting of but sixty miles of track running from Honolulu. The charter for the Kohala & Hilo Railway Company, as the new corporation is known, was obtained from President Dole by Mr. Gehr on June 26. The capital stock of \$3,000,000 already has been subscribed, the greater amount being taken in New York and Boston. On October 24 Mr. Gehr will return to Hawaii with an engineer for final consultation with Engineer Bishop, who is now surveying the route.

"The projected railway is to run from Hilo, the principal port on the eastern coast of Hawaii, to the city of Kohala. The line will have a total trackage of 130 miles, and trains will be run by electricity. The road will pass through the foothills marking the approaches to Mauna Loa, the volcano whose recent eruption attracted much attention. The country to be traversed presents some serious difficulties in engineering. Orders for material will be let within a few weeks, it is stated, and construction will begin shortly.

"The operation of the new road, its projectors say, will affect the commerce of the entire group of islands. A line of express boats may operate from Hilo direct to San Francisco. Water rights have been conferred upon the corporation by the charter, which may result in special steamship service from various coast points to Honolulu, on the island of Oahu.

"Among the incorporators of the company the following names are given: Jaudon Browne, Philadelphia; Herbert B. Gehr, Chicago; Francis M. Swanzy and Thomas Rain Walker, Honolulu; Gardner K. Wilder, Judge of the Circuit Court at Hilo; and W. C. Wilder, Honolulu, President of the Hawaiian Senate.

"The managing directors, Theodore H. Davies & Co., a Honolulu corporation controlling more than a half-dozen sugar and coffee plantations, are directing the company's interests in the islands. The American counsel of the company is said to be Louis Edwin Bomiesler of New York, a law partner of Attorney Dill, who helped organize the Federal Steel Company.

"As one of the incorporators of the Honolulu Coffee Company, a local corporation with interests in Hawaii, Mr. Gehr has been attending to a purchase of coffee lands to the north of Hilo. The building of a railroad on the eastern coast of the island had been declared not feasible, owing to the bluffs and gulches marking the coast line. Mr. Gehr saw that these difficulties might be partially overcome by constructing the road inland five miles. Near Punaluu, on the southern side of the island, spurs of track had been laid. These spurs were held by individual plantation owners, and market products were shunted in small cars over the rails.

Transports Coming

Six troopships were booked to sail from San Francisco on last Monday or Tuesday. They are the Tartar, Manuana, Olympia, City of Peking, Pennsylvania and Newport. These steamships are thought to be all on the way here. Preparing to follow them are the Ben Mohr, Hancock, Victoria, Scandia and Justin and in addition to them many that are returning from Manila. The Senator, Wyandott, City of Sydney, Ohio, Indiana, City of Puebla, Garonne and St. Paul are all on the way to San Francisco from Manila and all are expected to start on another westward voyage during November.

member. This makes a total of twenty-two army transports that will probably sail here within about month.

The navy vessels to go to Manila are small gunboats, which will be used to patrol the coast of Luzon and put a stop to importations of supplies. The Navy Department has concluded that the big battleships and cruisers are too large and expensive for such work. The gunboats Nashville, Marietta, Machesan, Bancroft, Ranger and several new ones will be en route to Manila in the very near future, to aid in blockading Luzon. In addition the cruiser Brooklyn sailed from Hampton Roads by way of Suez, and the New Orleans will probably follow the Newark.

Hawaii's Future

What is probably the largest shipment of manufactured goods ever sent to Hawaii recently started for Honolulu by the W. F. Babcock. In bridge material there were \$88,700; machinery, \$11,000; steel rails, \$8,000, and contractors' supplies, some \$9,000 worth. Many shipments, ranging from \$3,000 to \$5,000 worth of manufactured goods, were noticed on the manifest of the vessel. According to a report of the British Foreign Office, the trade of the Hawaiian Islands, since they became a possession of the United States, has increased materially, and its growth will be maintained for many years to come.—Exchange.

DOUBLE DECK TURRETS.

Naval Officers Awaiting Coming
Trials With Great Interest.

Naval officers are awaiting with much interest the coming trial of the double-deck turrets of the Kentucky and Kearsarge. The turning of the turrets will be tested on board the Kearsarge within a few weeks, and the results will be applicable, of course, to the Kentucky, which is the sister ship of the Kearsarge. There is a difference of opinion in regard to the value of the 2-storied turrets. Some of the officers believe they will prove ineffective and will lose value by the concentration of fire which is supposed to be their best quality.

Among those who oppose the scheme is the commanding officer of the Kearsarge, Captain W. M. Folger, who preceded Admiral Sampson as naval chief of ordinance. It was under the latter's administration that the idea was adopted, being the design of a junior officer attached to the bureau. Folger believes the turrets are not capable of being operated with promptness, and that more effective work could be done by guns distributed about the ship. One shot would be sufficient to put four guns out of use entirely.

These are matters which will be settled during the coming tests, and upon the results will depend whether the upper turret shall be removed. It has been arranged that the upper turret can be lifted off, provided it shall appear to be unsatisfactory. Captain Folger has made some important recommendations in regard to the Kearsarge, and it will require a good deal of time to carry out all of his ideas if adopted.

IS THIS THE COLUMBIA?

Four Monkeys Thrown Overboard
by Superstitious Sailors.

Captain Spicer, who was in command of the ship Gloucester, tells in his official log of a queer experience. The log entry of the voyage from the Philippines to Philadelphia with a sugar cargo runs as follows: "August 14, in mid-ocean, lowering weather, passed a battered derelict wreck. Wreck gave chase; impossible to outstrip. Sailors morose and feared to look behind, many becoming almost insane. August 21: Wreck disappeared. Weather has lifted. Sailors knelt down and thanked God for their deliverance. The crew affirmed that they had merited the visitation for having thrown overboard four monkeys which had been given them by the natives of Hilo."

Is it possible that the City of Columbia has again been sighted and is in some vague manner responsible for this?

FIVE NEW GENERALS.

Retirement of Shafter Leads to the
Promotion of Colonels.

WASHINGTON, Oct. 17.—The President has ordered the promotion to grade of brigadier general in the regular army of the following: Colonel A. C. M. Pennington, Second Artillery; Colonel Royal T. Frank, First Artillery; Colonel Louis H. Carpenter, Fifth Cavalry; Colonel Samuel Owenshine, Twenty-third Infantry; Colonel Daniel W. Burke, Seventeenth Infantry. These officers are to be placed on the retired list at intervals of one day each.

The War Department was able to make these changes owing to the retirement of General Shafter from the regular army. After they shall all have been appointed and retired in order one vacancy will be left in the grade of brigadier general in the regular army, and it is the common impression that this place will be given to either General Lawton or General McArthur.

B. F. Saylor, the California billiardist, is in town on a visit to his brother Harry. Mr. Saylor notes many improvements in Honolulu since his last visit about six years ago, and may decide to locate here permanently.